



Norwich Quay (SH74 Lyttelton) Pedestrian Safety Improvement Project

PROJECT UPDATE

APRIL 2016



A preferred option has been identified to improve pedestrian safety at the western end of Norwich Quay on State Highway 74 (SH74) in Lyttelton.

Last year, a working group made up of community representatives and partners to the Lyttelton Port Recovery Plan including Christchurch City Council, Environment Canterbury, the NZ Transport Agency and Lyttelton Port of Christchurch, was formed to investigate pedestrian safety options along this section of Norwich Quay, as an outcome of the Lyttelton Port Recovery Plan.

BACKGROUND

SH74 Norwich Quay is managed by the Transport Agency with Christchurch City Council responsible for bus stops and shelters in Lyttelton.

The Transport Agency investigated pedestrian improvements providing access linking the west end of Lyttelton and the Dampier Bay development with bus stops and the town centre. The aim was to improve pedestrian safety while maintaining road freight efficiency to and from the Port of Lyttelton. By working with community groups, running workshops and carrying out surveys, the Transport Agency explored three pedestrian crossing locations.

OPTION INVESTIGATION

These locations were at sites near the Lyttelton Tunnel roundabout, between Dublin Street and Sutton Quay, and between Sutton Quay and Canterbury Street. The roundabout option was discounted because of traffic queuing concerns at the Lyttelton Tunnel entrance, along with issues with truck operations and buses moving in and out of the nearby bus stop.

The remaining two options involved shifting the bus stop and shelter. Surveys were carried out to identify where people currently cross this section of Norwich Quay, what their perceptions are about safety, location and type of pedestrian facility options. Most of those surveyed preferred the crossing closer to Dublin Street, but said that they would use a pedestrian crossing to the east of Sutton Quay, if the bus stop and shelter were moved to this location.

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Further investigations of traffic along Norwich Quay identified complex truck and bus movements that could create safety issues between the roundabout and Sutton Quay. This ruled out a crossing between Dublin Street and Sutton Quay.

THE PREFERRED OPTION

The preferred option is a signalised pedestrian crossing between Sutton Quay and Canterbury Street where the road is narrower and away from most complex traffic movements further west. This option that includes relocating the bus stop and shelter to this site, was favoured by pedestrians and bus users along Norwich Quay who were surveyed.

- » Nearly 90% of those surveyed said they would use this crossing location to access public transport, work and education facilities.
- » While many of those surveyed wanted a pedestrian crossing close to their particular walking routes, they agreed this location that included shifting the bus stop was a good choice.
- » Those surveyed felt it was an ideal location because it provided a safer option particularly for seniors and young people.

The preferred option caters for existing users as well as future pedestrian demand from the redevelopment of nearby Dampier Bay. The improved pedestrian facility will also benefit students walking to the new Lyttelton Primary School on the east side of the town.

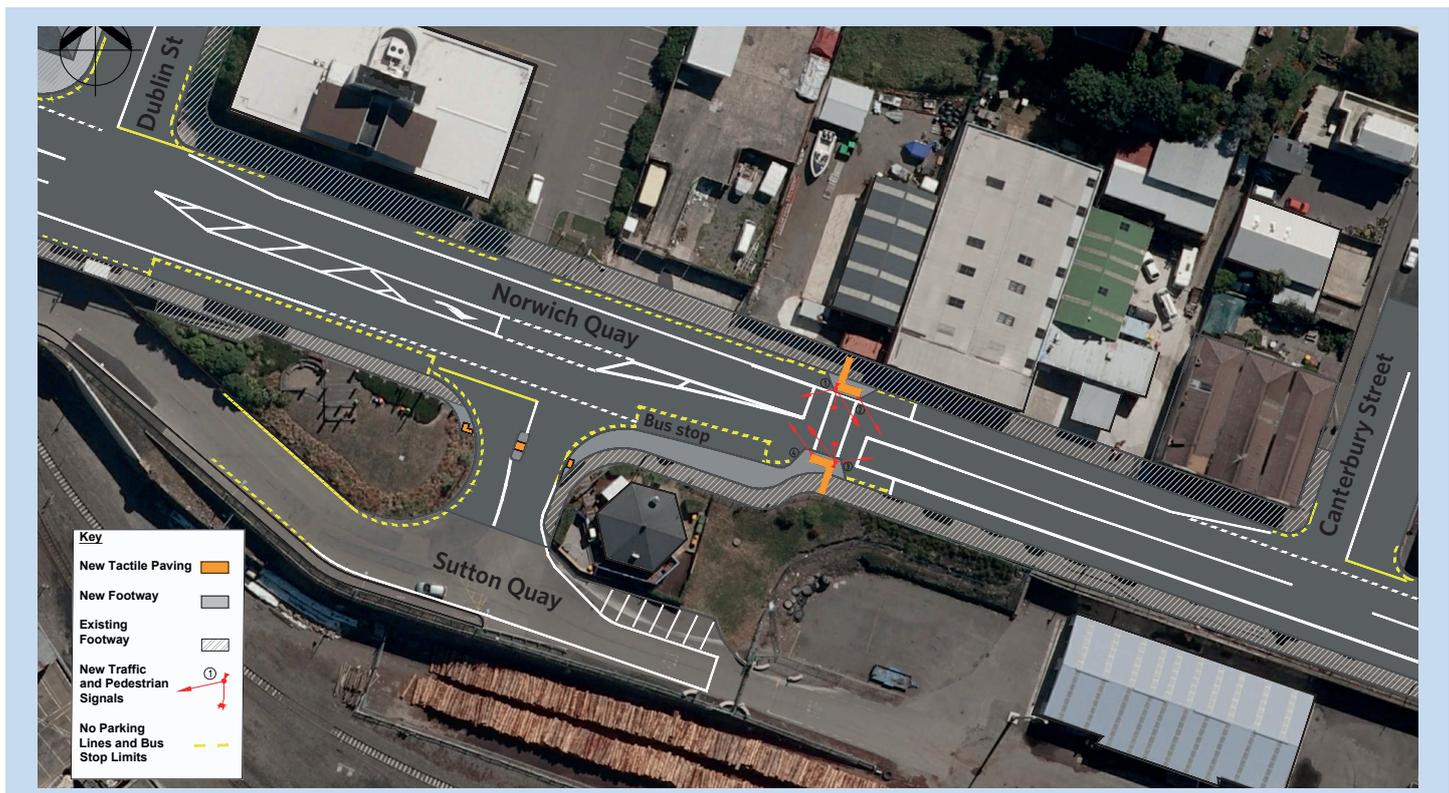
Ten car parks will be lost in order to create the space needed for the new crossing and relocated bus stop and shelter, and to ensure good visibility for both motorists and crossing users. Plenty of alternative parking is available nearby.

THE 'SMART' PEDESTRIAN CROSSING WHAT DOES THIS MEAN?

The preferred option would see the installation of a 'smart' signalised pedestrian crossing between Sutton Quay and Canterbury Street. These use radar sensor technology to identify pedestrians waiting and vehicles approaching. The signals then allocate green Cross Now/or Go time to ensure pedestrians are safe, while minimising disruption to truck movements on the highway. Minimising trucks stopping and starting also reduces emissions.



The new smart traffic signals are expected to be similar to these ones located on SH6 near Queenstown International Airport.



NEXT STEPS

Installing the new signals and relocating the bus stop requires several approvals. Subject to these being granted, work could start in the third quarter of 2016 and see the signals operating by Christmas 2016.

PROJECT CONTACT

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